



# RUDDER FLUTTER

Idaho Transportation Department, Division of Aeronautics  
To foster, develop, and maintain Idaho's aviation programs, facilities, and services.

Winter 2001  
Volume 47, Issue 1

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Boise, ID 83705  
208/334-8775

## ROD MACHADO KEYNOTES IDAHO'S ANNUAL AVIATION CONFERENCE

By: Frank Lester  
Aeronautics Safety/Education  
Coordinator

### Renowned Speaker to Entertain and Educate

Preparations for the 9<sup>th</sup> Annual Idaho State Aviation Conference continue to take shape with the addition of Rod Machado as this year's keynote speaker at the Saturday banquet. Well-known throughout aviation circles for his humor and ability to simplify the complex as well as making bland topics interesting, Mr. Machado will also be giving a safety seminar Saturday afternoon.

The conference, set for March 1-3, 2001 at the Double Tree, Boise Riverside, has enjoyed enormous success over the years. Last year, over 400 attendees, an increase of 300 people in just three years, participated in the many informational and educational



Rod Machado

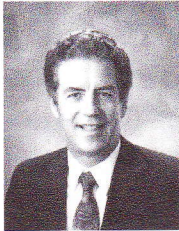
seminars given. Although several significant changes have been slated for the March conference, the core events remain unchanged: The Idaho 99's Flying Companion Seminar, the Aviation Teacher Workshop, and FAA approved IA and FAR Part 135 training have all returned.

(See **Conference** on page 8)



## FROM THE ADMINISTRATOR:

By: Keith Bumsted  
Acting Aeronautics Administrator



Airports are essential to a sound air transportation system. While the total number of airports open to the public throughout the United States has been steadily decreasing over the past few decades — the target of cost cutters and developers alike — very few new airports are being built and many existing airports are under pressure to limit operations due to noise or other concerns. Rather than expand the number of airports, the strategy for many airport planners is to preserve, protect and defend the existing infrastructure. Finding the funding for capital improvement projects has been difficult in the past, but the picture has brightened considerably during the past year.

Over the next three years, airports in Idaho, especially those eligible for federal aid under the FAA Airport Improvement Program (AIP), will be the focus of an expanded capital improvement program. Thanks to the passage of AIR-21 last year, annual funding available for capital investment in Idaho's 40 airports in the National Plan of Integrated Airport Systems

(NPIAS) for FY-2001 will increase by approximately 76% over previous years — from \$10.6 million to \$18.8 million in federal funds alone. When combined with state and local matching funds, total airport capital investments over the next three years will be over \$60 million in the Airport Improvement Program. Some airports in Idaho will also receive grants for special projects in addition to the AIP that will increase total investment even further.

Idaho airports fall into several categories depending on the type of facility and the aeronautical services provided to the public. NPIAS airports are the largest and busiest and include seven commercial and 33 general aviation facilities. All of the federal funds under the AIP and approximately 75% of the state's airport planning and development funds are allocated to airports in this category. The Division of Aeronautics plans to double the investment of state funds in this category — from \$300,000 to \$600,000 per year — for the next three years in recognition of the increased federal funding.

Another category consisting of 29 airports, owned and operated by cities and counties, serve only general aviation and are supported by local fees and taxes together with state grants for specific capital projects. Funding for state support of these airports will be doubled to approximately \$200,000 per year over the next three years.

A third category of airports are owned, operated and maintained by the Division of

Aeronautics in the Idaho Transportation Department. A small but dedicated maintenance team maintains the state-owned airports which are mostly dirt or turf strips. In four locations at Cavanaugh Bay, Johnson Creek, Smiley Creek and Garden Valley, resident caretakers are provided between Memorial Day and Labor Day to assist airport visitors.

A fourth category of airports are located on federal lands and maintained by the federal agencies that own the facilities. The Division of Aeronautics works closely with federal agencies to coordinate access and utilization of these facilities, many of which are located in some of Idaho's most scenic and popular recreational areas.

Despite the increases in federal and state funding for airport improvement projects, local general aviation and some commercial airports may have difficulty in raising the additional local funds that will be needed as match for the federal grants. Your help and support is needed at the local, city and county level to convey the importance and significance of this opportunity for airport improvement. In some instances, it may be necessary for the city council or county commissioners to allocate scarce general funds to the airport, and it is important that the governing bodies hear directly from local pilots and aircraft owners/operators about the benefits of these upcoming projects. All pilots and aircraft owners should take the time to learn about proposed improvements to your local

(See Administrator on Page 8)



## RADIO CHATTER

By: Frank Lester  
Aeronautics Safety/Education  
Coordinator

Well here we are at the beginning of another New Year. All of us here at Aeronautics hope that all of you had the best of holidays and your experiences in the New Year far exceed your expectations. A lot has happened to us over the last few months and many new and exciting things are planned for the coming year. Stay tuned to your quarterly *Rudder Flutter* for more information.

### Aeronautics Administrator Retires

Bart Welsh, Aeronautics Administrator for the last four years, retired recently. Citing as his primary motivation a desire to move on to new venues, Bart decided to leave Aeronautics effective October 31<sup>st</sup>. A long-time champion of Idaho's backcountry airports, we wish Bart and Olivia the best in their new life and hope that they find many new and exciting activities in the days to come.

### The Search for a New Administrator is Underway

In the interim, Deputy Director for the Idaho Transportation Department and acting Division Administrator, Keith Bumsted has taken the reins until a new Administrator is selected. He recently had these comments on the selection process: "When the application period closed on December 20<sup>th</sup>, 72 people had applied for the position. The position was advertised

nationally," he continued "and these applications will be screened, a list of finalists selected and interviews scheduled thereafter. The ITD Director will make the final selection as soon as possible."

Boyd was preceded in death earlier in the month by Jim Jorgensen and Scott Adams who were tragically killed in the crash of their Cessna 441  
(See **Radio Chatter** on page 7)



Friends and associates await the Missing-Man Formation in honor of Boyd Miller

Photo Courtesy of John McKenna

### The Pilot Community Mourns

The Idaho aviation community mourned the recent loss of three friends and fellow aviators who made their final departure this last November, climbing to flight levels beyond our sight but forever remaining near in our thoughts. Boyd Miller, President of the Idaho Aviation Association, passed away at Thanksgiving leaving behind a legacy of work on behalf of Idaho's backcountry airports. Known by all as a strong advocate when it came to preserving those values he held dear, he had a compassionate and caring side known only by those who were fortunate to be counted among his many close friends.

The *Rudder Flutter* is published by the Idaho Division of Aeronautics, Office of Safety and Education. Articles appearing in this publication are the opinion of the writer and do not necessarily represent the views of the Staff, the Administrator, or the Department. All reasonable attempts are made to ensure the accuracy of the articles contained herein. The *Rudder Flutter* is scheduled for publication by the 15<sup>th</sup> of January, April, July and October. Submissions for publication in a particular issue are due in this office 30 days prior to the publication date of that issue.

### IDAHO TRANSPORTATION DEPARTMENT

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Director *Dwight Bower*  
Aeronautics Administrator *Vacant*

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# *Idaho Aviation Conference*

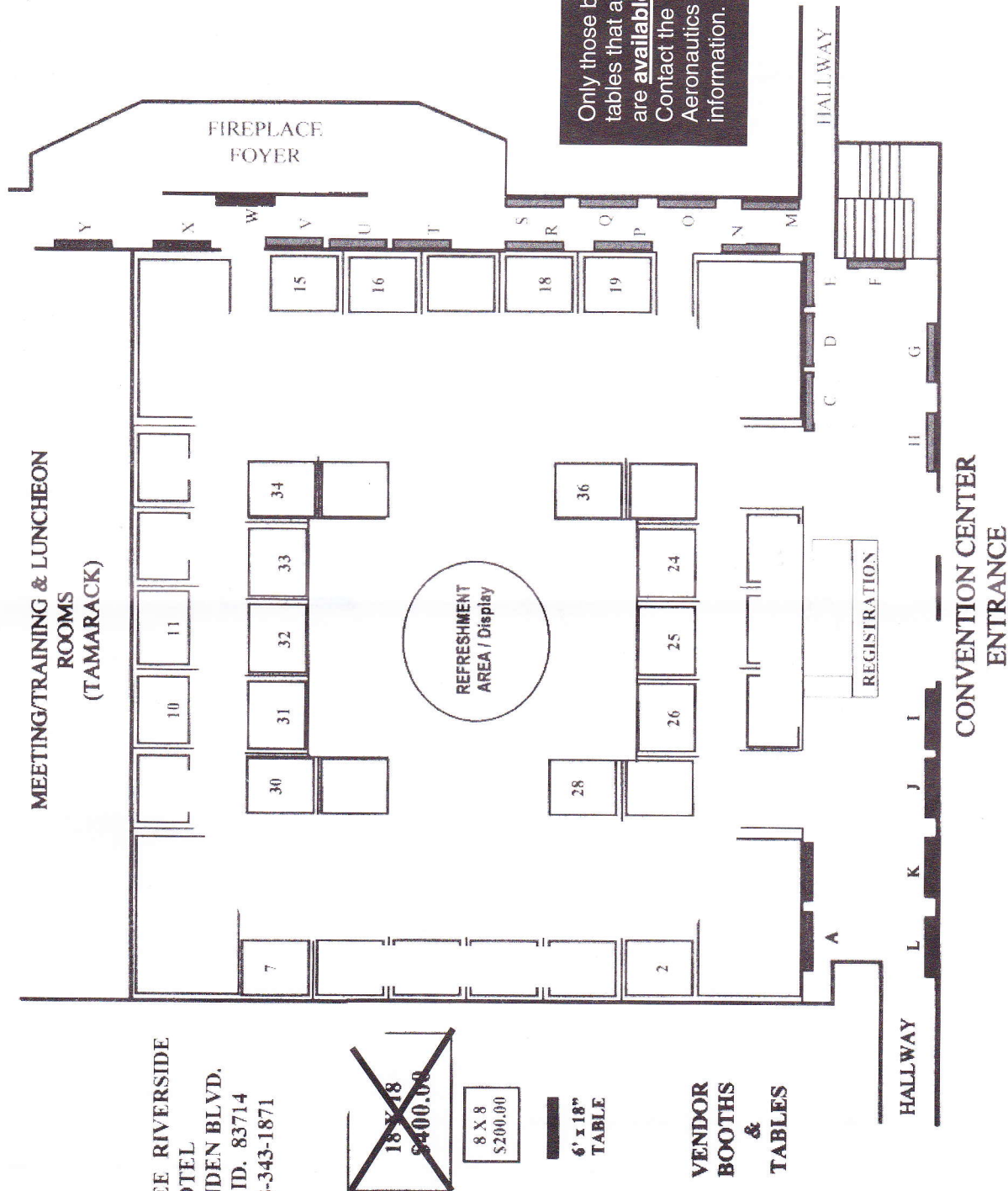
**March 1-3, 2001 – Boise, Idaho  
Doubletree Riverside Hotel**



# IDAHO 2001 AVIATION CONFERENCE

## MARCH 1 - 3, 2001

DOUBLETREE RIVERSIDE  
HOTEL  
2900 CHINDEN BLVD.  
BOISE, ID. 83714  
PH: 208-343-1871





## From the Desk of Mark Young

*Aeronautics Airport Maintenance  
Manager*



### Aircraft Vs. Snowmobiles

Many state-owned airports are heavily used during winter months by snowmobile enthusiasts, since they often times offer the largest area of smooth, unfenced, timberless ground in the area.

In most cases the Division doesn't necessarily have a concern with snowmobiles operating on airports, as we don't perform winter maintenance anyway. A concern does arise however, when we receive complaints regarding either wanton destruction of the area, or simple thoughtlessness on the part of snowmobile operators.

During this past summer, the Division granted authority to the local groomers association at Cavanaugh Bay for use of the entire runway by snowmobiles. This decision followed several years of attempts to control or prohibit their use on the strip. There were some provisions required along with the granting of this authority, including the following: (1) the entire strip must be groomed at least every two weeks, (2) if the Division or the sheriff's office is notified that a ski-equipped airplane wishes to use the airport, the centerline must be groomed to accommodate it, (3) there must be a minimum

of 10" of snow, and (4) organized events may be scheduled providing we are notified so that a NOTAM can be issued and the strip is immediately groomed following the event.

We are now receiving complaints that this agreement may not be working as planned. As of this writing, we are coordinating with the sheriff's office and the groomers association in an attempt to resolve these issues. In the meantime, we ask any pilots of ski-equipped aircraft wishing to use Cavanaugh Bay to notify us at (208) 334-8893 or the sheriff's office at (208) 263-8417. Please try to plan your trip so that several days notice may be given in order to get the centerline groomed. When contacting the sheriff's office, refer your call to Sgt. Larry Schulze.

### Johnson Creek Cessna 180/185 Fly-In

We have just been notified that the Cessna 180/185 club will be holding their annual Johnson Creek Fly-In on August 3-5 this year which coincides with Yellow Pine's annual harmonica festival. For those of you wishing to fly in for the festival, be aware that the airport will be full and courtesy car usage will be at a premium. Interested persons may contact the Division at any time to inquire as to dates of organized fly-ins at state-owned airports. We are normally advised of these events during the winter months and usually have a schedule published by May 1<sup>st</sup>. However, several events have already been scheduled and those dates are available now.

### From Military "Squawk Sheets"

Problem	"Left inside main tire almost needs replacement."
Solution	"Almost replaced left inside main tire."
Problem	"Test flight OK, except autoland very rough."
Solution	"Autoland not installed on this aircraft."
Problem #1	"#2 propeller seeping prop fluid."
Solution #1	"#2 propeller seepage normal"
Problem #2	"#1, #3 and #4 propellers lack normal seepage"
Problem	"The autopilot doesn't."
Solution	"IT DOES NOW."
Problem	"Something loose in cockpit"
Solution	"Something tightened in cockpit."
Problem	"Evidence of hydraulic leak on right main landing gear."
Solution	"Evidence removed."
Problem	"Number three engine missing."
Solution	"Engine found on right wing after brief search."
Problem	"DME volume unbelievably loud."
Solution	"Volume set to more believable level."
Problem	"Dead bugs on windshield."
Solution	"Live bugs on order."



## Radio Chatter

(Continued from page 3)

at Idaho Falls. Well known throughout the pilot community and well liked by those who knew them, the Boise AFSS has donated two scholarships on their behalf to the 2001 Aviation Career Education (ACE) Academy to continue the love of flying they left behind. Our lives will be forever changed in their passing.

### ACE Academy 2001

It's January and July is only six months away. Now there is a statement of impressive logic – intuitively obvious to the most casual observer. Maybe so, Slick, but more important is July 16-18, 2001. Those are the dates for the upcoming Aviation Career Education (ACE) Academy in Boise. Last year's event was a tremendous

success. Requests for this year's academy have already begun to show up in the mail and we haven't even sent out the applications. We will be sending an information packet to every high school's Career Counselor during February. If your school hasn't announced this summer activity by March...ask why? You can call us for more information but don't wait too long as there are only 40 positions available. Navigation flights, a balloon ride, tours, speakers and more tours – a veritable potpourri of fun and activity. Don't miss it!

### A Request from the Front Office

We have been having problems keeping up with an enormous influx of returned mail. Pam Franco, our Office Assistant who processes all our bulk mailings (i.e., *Rudder Flutter*, Conference, Refresher Clinics and Safety Seminars,

Airman and Aircraft Registrations) has asked that you let her know by telephone, fax, email or snail mail, any address changes you may have. Doing so will ensure that you receive important information in a timely manner. Also, if you buy or sell an aircraft, let Pam know so she can update our database (208-334-8775, (FAX) 208-334-8789, [pfranco@itd.state.id.us](mailto:pfranco@itd.state.id.us)) Thanks for helping us serve you better.

**Rule of Thumb** – Wet turf may be as slick as ice. One half inch of water or slush on the runway is the maximum recommended for takeoff or landing

**...and Another Tip** – Ice on the wings is not the only place you will find it. Be conscious of carburetor ice

**USE CARB HEAT**



ACE Academy 2000

**ACE ACADEMY**

**JULY 16-18, 2001**

**COME JOIN THE FUN**



Touring SkyStar Aircraft



## Conference...

(Continued from page 1)

The annual IA meeting featuring the FAA's Bill O'Brien from Washington, D.C., has been moved to Thursday night. In addition, the Idaho Aviation Hall of Fame and the Idaho Aviation Association are planning their annual luncheons on Friday and Saturday respectively.

Conference activities begin at noon on Thursday with the Kickoff Luncheon. Each year the luncheon sets the tone of the conference with well-informed speakers, perched on the cutting edge of aviation. At previous luncheons we have had Dr. Bruce Holmes of NASA and Ron Williams of Venture Star as guest speakers. This year, with Jim Coyne of the National Air Transport Association (NATA) as our luncheon speaker, the succession of industry leaders and visionaries continues to grow.

Several new activities, as well as new looks for others, have been incorporated into the schedule of events. The changes, designed to increase exposure for our vendors, the lifeblood of this annual aviation celebration, are planned for the trade display area. These include a Friday Box Lunch Social, flight simulators and the "FlyMax" movie theater. As always, all break activities, refreshments and drawings will be held in the trade display area.

If you are registered for Friday's activities, a complimentary box lunch is included as part of your registration and will be available in the trade display

area during the lunch break. This will be an excellent opportunity to meet and thank the many vendors whose support is so crucial to the success of the conference. Be sure to contact Debbie Daniels and let her know if you will be able to join us for this social.

The display area has also been increased by more than 30% for the 2001 conference. More than half of the booths were sold before the end of last year's activities. However, plenty of booth and table space remains. This is an excellent chance to have your business, trade or club on display especially in light of the many activities planned in and around the display area.

Above all, don't miss Rod Machado who "educates with humor and pertinent stories to ensure that learning is a fun experience". Rod will bring to bear his vast experience, extensive knowledge and full range of talents during his seminar on "Defensive Flying" Saturday afternoon. An extremely versatile and knowledgeable personality, Rod has earned his Instructor and Airline Transport Ratings in addition to degrees in Aviation Science and Psychology. He wrote and co-anchored ABC's *Wide World of Flying* for six years. He is AOPA's National CFI spokesman and an FAA National Accident Prevention Counselor. An accomplished writer, Rod has authored many books, audio and video tapes, CDs, and currently writes columns for the *AOPA Pilot* and *Flight Training* Magazines. He has two aviation best sellers in his *Private Pilot Handbook* and *Instrument Pilot's Survival Manual*. Don't

miss out on this treat. If you can't make his Saturday-afternoon seminar, make plans to hear him at the banquet.

Although many of the seminars conducted are approved by the FAA for IA renewal or FAR Part 135 training, don't let that discourage you from attending. **All seminars are open to the public** and offer important, up-to-date safety information for all aviators. Plan today to join the fun at the 9<sup>th</sup> Annual Idaho State Aviation Conference. Call us for more information, questions or a registration packet. Make plans today to come and listen, learn or just plain hangar fly with old friends and new ones. See you then and **FLY SAFE!**

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## Administrator...

(Continued from Page 2)

airport. Work with and support your local airport commission and managers, and when these matters are on the agenda of your city council or county commission, be sure to attend and lend your support to the proposals.

At the Division of Aeronautics, we'll continue to work with the FAA and airport managers throughout the state to ensure that all available federal funding is utilized for Idaho's airports. It would be a great loss if federal funds allocated to Idaho were transferred to other states because we could not raise the matching funds in a timely manner.



## CALENDAR YEAR 2000 IDAHO SAFE PILOT PROGRAM

(Please print clearly all information)

Name: \_\_\_\_\_ FAA Certificate No: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Nickname: \_\_\_\_\_

Certificate: ☐ Student ☐ Private ☐ Commercial ☐ ATP ☐ Other \_\_\_\_\_

Date of original Private Pilot Certificate: \_\_\_\_\_

Total flying time at the end of 1999 (12/31/99): \_\_\_\_\_ Hrs.

Ratings: ☐ Single Engine ☐ Multi-Engine ☐ Seaplane ☐ Glider ☐ CFI ☐ CFII ☐

Helicopter ☐ Other: \_\_\_\_\_

Have you participated in the Idaho Safe Pilot Programs before? Yes \_\_\_\_\_ No \_\_\_\_\_

If yes, the last year you participated in the program was \_\_\_\_\_

### CALENDAR YEAR FLYING AND TRAINING ACTIVITY

A) Total Pilot-In-Command time during year: \_\_\_\_\_ hrs.

B) Aviation safety ground courses attended during year: \_\_\_\_\_

Type Training/Course Title	Date/Location	Instructor
_____	_____	_____
_____	_____	_____
_____	_____	_____

NOTE: By signing this form the applicant verifies that the flying activity and ground training required to qualify for the Safe Pilot Program award has been accomplished. Additionally, it is an affirmation that the applicant has not been involved in an aircraft accident or been subject to FAA certificate action during the year.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

Mail to: Idaho Division of Aeronautics, P.O. Box 7129, Boise, ID 83707-1129 by

**March 1, 2001.**



## From The Safety Desk

*From Illinois Aviation Sep/Oct 1997  
Reprinted with Permission*

### CARBON MONOXIDE AND FLYING

Is your body, or at least your brain actually flying higher than your aircraft? According to a recent study by the FAA's Civil Aeromedical Institute, it could happen. We have all been lectured about the ill effects that carbon monoxide (CO) has on our bodies and that the primary source is usually a leaking or malfunctioning exhaust system.

However, there is another way to increase the level of carbon monoxide in your bloodstream and that is by smoking. Carbon monoxide is one of the many byproducts of tobacco combustion. Unfortunately, the hemoglobin in our blood has a high affinity for CO and absorbs it at a rate of 200-300 times faster than it does for oxygen. As a result, the CO replaces the oxygen in our bloodstream and produces a type of hypoxia called hypemic hypoxia.

We have read about hypoxia and most pilots, during their flying career, have heard about it at ground schools, at safety seminars and from their flight instructors. Some may have actually experienced the symptoms of hypoxia as a part of a formal training program. Hypoxia, mixed with flying, is a dangerous combination.

Studies have been conducted to measure the effect of smoking on pilot performance.

One source (Patiky, Aviation Safety, 1993) suggested that pilots who smoke may be considered, physiologically, to be at an altitude of 2,000 to 3,000 feet above non-smokers. Another study, also done in 1993, by Benenson, Titter and Putnam suggested there could be a 3,000 – 7,000 foot differential depending upon the amount of tobacco smoked and the physical condition of the individual. In 1970, a separate study found that after inhaling the smoke from three cigarettes, and exposing subjects to an altitude equivalent of 7,500 feet, the loss of visual acuity was equal to subjects flying at an altitude of 10,000 – 11,000 feet.

If you are a smoker, the increased level of carbon monoxide in your blood could impair your judgment and

actions if you routinely fly at higher altitudes without the use of supplemental oxygen. This is especially true when flying at night. Night vision is extremely vulnerable to hypoxia. The retina is one of the first tissues in the human body that suffers from the lack of oxygen. Ten thousand feet is the usual recommended limit for light aircraft flying with no oxygen, but studies have found that night vision also suffers at lower altitudes. Non-smokers suffer a loss of 5% of night vision at 4,000 feet; at 16,000 feet the drop is measured at 40%. As altitude increases, the instrument panel becomes more difficult to read in dim light and some loss of contrast occurs between objects.

In short, if you smoke, the "density altitude" of your brain may be considerably higher than your aircraft.

### Checklist for Flying Companions

(Reprinted from the November, 2000 *Callback*)

#### For Left Seat Occupants

Conduct pre-flight briefings for right seat non-pilot companions that identify **DO NOT TOUCH** controls and devices, as well as the proper use of handheld mikes and other emergency communication devices

Conduct verbal "walk-throughs" of important flight details on the ground – not during critical maneuvers such as missed approaches

#### For Right Seat Occupants

Be an attentive and supportive partner in cockpit management, not a source of distraction, criticism, or confusion for the flying pilot.

If acting as Pilot in Command, mentally perform the flying tasks and checklists as if flying from the left seat.



## CALENDAR OF EVENTS 2001

### JANUARY

- 23 FAA Pilot Safety Seminar CSI (Shields Bldg), Twin Falls, ID 7:00 PM  
John Goostrey 208-334-1238/800-453-0001 ext 225
- 30 FAA Pilot Safety Seminar ISU Aircraft Maint Bldg (on airport), Pocatello, ID 7:00 PM  
John Goostrey 208-334-1238/800-453-0001 ext 225

### FEBRUARY

- 2-3 Flight Instructor Refresher/Pilot Safety Clinic Holiday Inn Airport, Boise  
Frank Lester 208-334-8775/800-426-4587
- 6 FAA Pilot Safety Seminar AeroMark, 1940 International Way, Idaho Falls, ID 7:00 PM  
John Goostrey 208-334-1238/800-453-0001 ext 225

### MARCH

- 1-3 2001 Idaho State Aviation Conference Doubletree Hotel Riverside, Boise, ID  
Frank Lester 208-334-8775/800-426-4587

### APRIL

- 14 Top Fun Flyers IRS Bomb Drop Homedale, ID  
Steve Clements 323-1585

### MAY

- 12 Top Fun Flyers Planes and Cars Payette, ID  
Steve Clements 323-1585
- 17-20 Challis River of No Return Mountain Flying Clinic Challis, ID  
Bob Plummer 208-879-5900
- 26 Top Fun Flyers Memorial Day Competition Parma, ID  
Steve Clements 323-1585

### JUNE

- 2-3 Top Fun Flyers Garden Valley Fly-in Garden Valley, ID  
Steve Clements 323-1585
- 7-10 Challis River of No Return Mountain Flying Clinic Challis, ID  
Bob Plummer 208-879-5900
- 12-19 National Guard Smith's Prairie 4 Blackhawk Helicopter
- 26-29 McCall Mountain/Canyon Flying Seminars McCall, ID  
Lori MacNichol 208-634-1344

### JULY

- 10-13 McCall Mountain/Canyon Flying Seminars McCall, ID  
Lori MacNichol 208-634-1344
- 16-18 Aviation Career Education (ACE) Academy Boise, ID  
Frank Lester 208-334-8775/800-426-4587
- 17-20 McCall Mountain/Canyon Flying Seminars McCall, ID  
Lori MacNichol 208-634-1344
- 23-27 McCall Mountain/Canyon Flying Seminars Sulphur Creek (Return Participants Only)  
Lori MacNichol 208-634-1344

### AUGUST

- 3-5 C-180/185 Club Johnson Creek
- 10-12 15<sup>th</sup> Annual NW Mountain Family Fly-In/Aviation Safety Conference McCall, ID  
John Goostrey 208-334-1238/800-453-0001 ext 225

### SEPTEMBER

- 8 CFI/Student Fly-In Northern ID (Location TBD)  
Frank Lester 208-334-8775/800-426-4587

### OCTOBER

- 26-27 Flight Instructor Refresher/Pilot Safety Clinic Red Lion Hotel, Lewiston, ID  
Frank Lester 208-334-8775/800-426-4587



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Boise, ID 83707-1129

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*In memory of our friends*

|||||

**Jim Jorgensen**

BOISE ID 83705-6542

4444 W AERONAUTICS

WESTERN A/C MAINTENANCE

12-12

\*\*\*\*\*9070\*\*3-DIGIT 837

**Scott Adams**

The employees of the Federal Aviation Administration, Boise Automated Flight Service Station will be providing scholarships to the Idaho Aviation Career Education Academy.

Two worthy Eastern Idaho high school students will receive the Jim Jorgensen/Scott Adams Scholarship for the 2001 Academy. We know how much these two gentlemen loved flying and would encourage Idaho's youth to continue the legacy they left us.

If you would like more information about the Aviation Career Education (ACE) Academy please contact us at (208) 334-1704.

Anyone desiring to donate in either Jim's or Scott's names to the Aviation Career Education (ACE) Academy Scholarship Fund, may do so by making the check or money order payable to The Idaho Aviation Hall of Fame and mailing it to the Idaho Division of Aeronautics. Please be sure to note on the check/money order: ACE Academy Scholarship.